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CENTRAL INTELLIGENCE AGENCY

INFORMATION REPORT

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50X1-HUM

COUNTRY

Poland

REPORT

SUBJECT

Szczecin Harbor Loading Stations
for Dangerous Materials

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50X1-HUM

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THE APPRAISAL OF CONTENT IS TENTATIVE.
(FOR KEY SEE REVERSE)

50X1-HUM

1. At Szczecin (Stettin) port the loading stations for materials generally considered dangerous are within the authority of the Section of Exploitation. Although there are many such stations in the port, there is as yet no station which may be regarded as a permanent one. The stations mentioned here are currently selected and used at random, but because of their suitability they will be used after the construction of a permanent station.
2. It is difficult to know what materials are loaded or unloaded because the contents of the wood packing cases are kept secret. The cases bear the labels "Caution-Glass", or similar deceiving descriptions. Among the products handled for shipment were chlorine; weapons, mostly rifles; and sulphuric acid. The sulphuric acid was handled most often.
3. Whenever a station is busy loading these materials, the entire area surrounding it becomes restricted. Special security measures are then taken and there is a reinforcement of WOP (Military Border Guards) guards. In general, these stations are located away from the traffic areas, and an increase in activity around the loading stations may be regarded as an outward sign that loading of materials is taking place. On an average, loadings take place once or twice a week at various stations simultaneously.
4. Orders to workers' teams are issued on short notice. The order simply states that loading must be done at such and such a station. Unlike the people in charge of loading operations, the workers are hardly ever aware of what is really being loaded. Shipments arrive at the port by train, and, with the exception of benzine and oil kept in tanks on the Parnica quay, there is no storage of reserve shipments at the port. Trains are scheduled to ensure immediate unloading on arrival.
5. The port of Szczecin is intended for the loading of dangerous materials. This is one of the reasons why the staff is so methodically oriented. The managerial

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50X1-HUM

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S-E-C-R-E-T

50X1-HUM

- 2 -

staff is a qualified one. A secret order forced everyone, including chiefs, to attend courses of instruction on the loading of dangerous materials, and a satisfactory examination had to be rendered at their termination. Those not passing the examination were to be immediately dismissed. 50X1-HUM

6. The Parnica quay has the largest reservoir and loading station for fluid materials in the northwest corner of the quay located southeast of the intersection formed by the Parnica River and the Przemyslowy canal. The CPN (Centrala Produktow Naftowych - Central Naphta Products) is located here and there are many large surface and underground tanks. Apart from fluids, the quay is regularly used for the unloading of other dangerous materials. However, it is best suited for the handling of fluids because it has pneumatic equipment, i.e. pumps for oil and benzine (pompy ssaco-tloczace). Ships take their fuel here, and the tanks are well filled.
7. The Starowka quay, also called Dunczyca quay, is located south of Grodzka island on the southern side of the Dunczyca River. Although there are loading stations all along the quay, the largest quantity of materials is handled on the part of the quay which is south of the southwest corner of Grodzka island. A large quantity of materials is also handled on the northeast tip of this quay. 50X1-HUM
8. There is an arsenal located in the Polish section of the quay on the southwest side of the Debicki canal and southwest of Ewa quay. There is also an arsenal on the town side of the Oder, west of Ewa quay, and east of Walcowa Street.
9. A loading station, not very often used, is located on the northeast bank of Gryfia island on the narrow canal that separates Gryfia island from Okretowa island. Similarly, loadings located in and near Port Mak, north of Okretowa island, are seldom used. The Szczecin Repair Docks (Szczecinska Stocznia Remontowa) are along the basin on the southwest side of Gryfia island. On the town side, on the Oder River, are the Szczecin Shipyards (Stocznia Szczecinska). This was the former Oder-Werke Dockyard. Between these two installations, there is a heavy traffic of motor boats.
10. Ship and motor boat fueling stations with underground tanks are located west of the Oder River near Waly Chrobrego Street. This street is west of Vasco de Gama Street.
11. Besides the stations mentioned there are other stations used only occasionally. Those stations described above are most regularly used and are the largest. They are provided with cranes suitable for the loading of boxes as well as other type containers. There are plans to build a permanent loading station equipped with its own railroad sidetracks and specially designed for the purpose of loading these materials. It was almost certain that Parnica quay, because of its CPN facilities, would be selected as the site for this permanent station. But ever since the Central Port (Port Centralny) has been taken over by the Soviets, the use of Parnica quay as a permanent station is doubtful. Instead, it is likely that this permanent station will be built in the Central Port.

50X1-HUM